DRINK

AFFAIRS OF THE BAILWAYS

Rumor that Trouble is Pending Among the Officials of the Mackey Lines.

Relations Between President Mackey and Traffic Manager Grammer Badly Strained -Falling Off in Freight Traffic.

Several times of late rumors have been in circulation to the effect that the relations between D. J. Mackey, president, and G. J. Grammer, traffic manager, were somewhat strained, and the retiring of Mr. Grammer any day need not be a surprise, but Mr. Grammer was so valuable a man to the Mackey system that little credence has been given such reports. A Louisville paper of yesterday, in speaking of the last rumor, says that Mr. Mackey has again taken hold of the catapult string, and on the first day of next month will pull the same, every official on the entire system getting the benefit. According to this authority Traffic Manager Grammer, not liking the Southern policy adopted by his superior, announced that he was going to discontinue all Southern business, taking off the train between Chicago and Nashville, known as the "Chicago," and discharge all the Southern representatives, concluding by declaring that he did not intend to have anything to do with business south of the

Instead of Mr. Mackey remonstrating with his traffic manager he simply an-nounced that he would make the sweep general. If there was going to be any clash of authority it would not be on the score of opposition, and it would only mean the abolishment of all offices that could be termed Southern, including Louisville, Cincinnati, St. Louis and a score of Southern

D. J. Mackey controls the Louisville, Evansville & St. Louis Air-line, Evansville & Terre Haute, Evansville & Indianapolis and Evansville & Richmond. Should be take the step as reported heads will fall in all directions, and the general sweep of a year ago will not be a marker to the one now being figured on. It is a difficult matter to see the result of such a swipe.

A Slight Falling Off in Freight Traffic. The train records show that there were received and forwarded at Indianapolis in the week ending Jan. 9 103 fewer loaded cars than in the week preceding, and 319 fewer loaded cars than in the corresponding week in 1891, but in the latter case comparison is made with one of the weeks in 1891 in which the car movement was the largest. As cars are in better supply and there is plenty of business, the decrease can be explained only by a deficiency of motive power. In cold weather, such as has prevailed for some days past, a locomotive cannot haul as many cars by two to five as in mild weather. Then, the power of most roads has been overworked, and there is an unusually large number of engines in shops for repairs. The colder weather tends to increase the volume of business to be moved; the country roads are good and the farmers can get to the station with grain and produce, and the lumbermen with their productions. It is noticeable that with all east-and-west lines the movement of loaded cars eastward fell short of that of the week ending Jan. 2. Just now the demand seems to be for cars to load with grain for Baltimore and Philadelphia. At this point there are hundreds of car-loads of grain to move, which only await cars which can be loaded for Baltimore. The shipment of grain for New York come largely from Chicago. But little cotton is going forward, and livestock shipments are seldom lighter; in fact, no cattle for export are being shipped. Westbound tonnage is something of a surprise, it being unusually heavy for January. but the shipments consist largely of low-class freights, such as anthracite coal, coke, railroad supplies and machinery. The only good-paying freight moving westward and to the Pacific-coast points is furniture. There will be but little high-class freight are indications that some of the roads are not strictly adhering to tariff rates on west-bound traffic.

Local business was the lightest in the week

ending Jan. 9 of any week in many months,

and it was quite perceptible at the city freight depots, where, for months, it has

been customary to work platform men overtime. This dullness is not unexpected,

however, following the holidays. The

bulk of the hog crop has been marketed,

and packers are drawing their supply from

greater distances. With each year the

movement of forest products seems to be

on the decrease, but shipments of brick, stone and other building material are on

the increase. The roads are now handling

a good deal of coal, the product of Indiana

as well as other mines. Below is given the number of loaded cars received and for-

warded at this point for the week ending

100 100 100

Jan. 9, as compared with the corresponding week of the preceding two years.

Name of Road.	sacd cars,	ided cars,	sed cars,
L., N. A. & C., Air-line L., D. & W. C., H. & D. (Ind'p'l's div.) L. E. & W. Penn's lines I. & V. J., M. & I. Chie'godiv (Col'b's div Peoria & East div Eastern Westdiv (Chieago div	416 890 533 336 660 359 1,491 1,029 1,258 2,674	469 392 931 435 1,374 1,133 1,258 2,315	1,778
lines St. Louis div Vandalia	2,902 1,747 1,73- 1,848	2,638 1,903 2,065 2,361	2,436 1,809 2,036 1,957
TotalsEmpty cars	18,180 5,002	18,4 9 9 4,778	17,294 4,610
Total movement	23,182	23,277	21,904

Well-Known Railroad Man.

Ex-Governor Hunt, of Colorado, who was stricken with paralysis in August last, is improving slowly at his home in Washington, D. C. The effects of the stroke are not so severe as it was feared they would prove. Governor Hunt is well known in railroad circles. It was he who promoted the Den-ver & Rio Grande, and the first portions of the road were constructed at his expense. He has large interests now in the Mexican & Texas, and it was his close application to these that brought on the attack of paralysis from which he is now recover-

Will Handle Aransas Freight.

J. J. Frey, general superintendent Missouri, Kansas & Texas, and J. W. Maxwell. division superintendent; F. G. Golden, general superintendent of the International & Great Northern; W. G. Van Vleck, general superintendent of the Southern Pacific; M. Sweeny, superintendent of transportation of the Missouri, Kansas & Texas, and Division Superintendent J. T. McQueery and R. S. Innes, of the Southern Pacific, met at San Antonio, Tex., yesterday and resolved that the freight of the Aransas Pass road would be handled.

Personal, Local and General Notes. The Big Four lines earned in December, 1,275,688; increase over December, 1891,

The Peoria & Eastern earned in December, \$169,793; increase over December, 1891, Edward Nichols, president of the Brooks locomotive-works, died at Dunkirk, N. Y.,

on Saturday last of pneumonia. The Illinois steel-mill has been awarded a contract to furnish forty thousand tons of steel rails to the Chicago & Rock Island

Passenger conductors John Weir and George Davis have retired from the service of the Pennsylvania Company, on its Louis-The Eastern rail-mills have voted to ad-

vance the price of rails \$1 per ton for sections weighing gixteen to forty pounds per Coal traffic from the Clay county mines is | used it, and the success of the proprietors | motors, dynamos, etc. A tank-car is placed

put being nearly two hundred cars per day | Syrup Company. | Syrup Company | S

from the several mines which have resumed operations. This morning a fifth switching crew and engine will be put on at Bra-

The Baltimore & Ohio Railway Company has created a new office, that of controller, and H. M. Bulkley has been appointed to fill the position. On the first of the year the Northern Pacific opened its new shops at Tacoma,

which are said to be the largest and most complete in the Pacific States. The old project of building a road from Oxford, O., to Richmond, Ind., has been revived. At Oxford connection would be made with the Cincinnati, Hamilton & Dayton road.

C. H. Tyler has been appointed agent of the Chicago & Erie at Wilders, Ind., vice N. E. Helnick, resigned, and L. H. War-vell, agent of the C. & E. at Highlands, vice J. D. Lynch, resigned.

General Manager Williams, of the Van-dalia lines, thinks that the new Union Sta-tion at Terre Haute will be ready for occu-pancy by July 1. Until the last cold spell the work has moved along briskly. The Wabash company expects to have its new line from Montpelier to Hammond, Ind., completed by Oct. 1, 1892. When completed it will be seventeen miles the short-

est line between Chicago and Detroit.

General Manager Woods, of the Pennsylvania lines west of Pittsburg, says that the business of 1892 promises to be the most remunerative in the history of the roads, providing they do not get into rate wars. The New York Central has ordered rails weighing one hundred pounds to the yard, which are to be laid on the line entering New York, where traffic is the heaviest. These are the neaviest rails ever laid in this country.

The Nickel-plate road, in its earnings last year, far exceeded any former year, and this surplus money has gone into the road-bed and equipment. D. W. Caldwell, presi-dent, tells the Vanderbilts that he will begin to talk dividends with them, probably, this year.

The railroads are drawing on the coal-mines heavily for coal. The laily consumption is now very large, and many of the roads have let their stock drop down to only five or six days' supply. Ordinarily they carry a stock which will sup-ply them with fuel for a month, at least.

Charles Harvey, who has been ticket receiver of the Pennsylvania lines at Chicago for a number of years, has resigned, and George Henderson, formerly located at Fort Wayne, has been appointed his successor. This is one of the most important of the ticket receivers' offices on the Pennsylvania

The Big Four company has commenced moving the buildings on the line of its proposed new track, which will pass under the Virginia-avenue viaduct. The old brick house on the point of Alabama street and Virginia avenue is being torn down. As soon as these buildings are out of the way, if the weather be saitable, grading for the track will commence.

J. Q. Van Winkle, general superintendent of the St. Louis terminals, was in the city over Sunday. He says that as superintendent of the St. Louis division of the Big Four he had a good deal to do, but it was an easy task as compared with his present position. However, after he gets better acquainted with matters and knows the men under him better, he may be able to lighten his labors somewhat.

The directors of the New York & New England road contemplate doubling the track of the road between New Britain and Hawleyville, Conn., where connection with the Housatonic road is made. The company will then have 176 miles of doubletrack road. Since Charles Howard, a Western man, became vice-president and general manager of the N. Y. & N. E. it has been both aggressive and progressive. On the civil docket of Floyd county are

forty-two cases for damages against rail-road companies. The Louisville, Evans-ville & St. Louis leads, with twelve case; the Louisville, New Albany & Chicago comes next, with nine cases; the Pennsylvania Company (J., M. & I..) six cases; Belt and Terminal and Kentucky & Indiana bridges companies, twelve cases; Highland electric road, two, and the New Albany street railway, one case.

Regular ticket agents of the Vandalia and the St. Louis division of the Big Four are complaining of the light business they are doing, the scalpers leading them. This is due to the fact that the scalpers are selling tickets over either line to Western points \$1 cheaper than the regular fare. This is done in connection with the Chicago & Alton, and under the arrangement the passenger saves \$1, the scalper gets \$1 for selling the ticket, it is stated, from the | building, 300 men, or 150 more than he now Chicago & Alton, and the road gets \$4 for does. carrying the passenger from St. Louis to Kansas City.

It is stated that the Cincinnati, Hamilton & Dayton, the Chicago, Milwankee & St. Paul and the Chicago, Burlington & Quincy are all working to secure control of the Iowa Central road. The C., H. & D. is delayed in the matter by the reorganization of the Indianapolis, Decatur & Western company, through which organization the C., H. & D. expects to secure control of the I., D. & W., giving it the connecting link with the Iowa Central. The control of the Iowa Central rests with Alfred Sully and his friends, who are, as well, interested in the C., H. & D.

George B. Roberts, president of the roads in the Pennsylvania system east and west of Pittsburg, stated to a reporter of the Philadelphia Inquirer that James McCrea, first vice-president of the Pennsylvania Company, has been authorized to expend \$1,250,000 for additional trackage, passenger cars and locomotives on lines west of Pittsburg. The policy of the road is to do away with all grade crossings, and the bridge across the Delaware will be widened for four tracks. The expenditure for the Trenton cut-off will exceed \$4,000,000, but it was necessary for the relief of the main line and the New York division. The Broad-street station will be enlarged shortly. The car movement, the largest in the company's history, is being hauled

without difficulty. General Passenger Agent Roberts, of the Erie lines, has issued the following general order: "The passenger traffic of the Erie lines will hereafter be conducted in two departments, viz.: First, passenger traffic on lines east of Buffalo and Salamanca; second, passenger traffic on lines west of Buffalo and Salamanca, including the Buffalo & Southwestern and Chicago & Erie."

The official organization in the second department, which is the Western department, is to be as follows: "F. W. Buskirk, assistant general passenger agent. Phonix Building, Chicago, in charge, reporting to the general passenger agent; M. L. Fouts, general agent passenger department, Cleveland; H. C. Holabird, general agent passenger department, Cincinnati; F. M. Cald-

well, division passenger agent, Huntington, Ind., reporting to the assistant general pas-senger agent; F. H. Garfield, division pas-senger agent, Jamestown, N. Y." The revolution last week on the New York & New England road, through which Austin Corbin reached the presidency of the line, was as much a surprise to the Bostonians as was the revolution in March, 1890, on the Louisville, New Albany & Chicago road, through which W. L. Breyfogle reached the presidency of that road. good deal of interest attaches to this new deal. It is evident that the control of the road has passed from Boston to New York capitalists. The election of Mr. Corbin has set the tongues to wagging about his plans for the future. He has already formed a combination between the N. Y. & N. E. and the Long Island road, and it is now believed that his plan is to close a connection with the Jersey Central by way of the Poughkeepsie bridge and make this an important through line between the New England States and the West. Some interest attaches as to whether he will retain Charles Howard, a Western man, as general manager of the property or bring C. E. Henderson, who was general manager of the Ohio, Indiana & Western, and afterward given an important position on the Philadelphia & Reading road, to the New York & New England. This he did on the

Danville & Olney road, ousting Mr. How-ard to place Mr. Henderson in charge. Orange Pie-The juice and grated rind of two oranges, four eggs, four tablespoonfuls of sugar, one tablespoonful of butter. Warm the butter and sugar, add the beaten yolks of the eggs, then the oranges, and lastly the whites beaten to a froth, and mixed in lightly. Bake with an undercrust only.

Confirmed. The favorable impression produced or the first appearance of the agreeable liquid fruit remedy, Syrup of Figs, a few years ago, has been more than confirmed by the pleasant experience of all who have | nishthe steam for the engine which runs the

OF THE FACTORIES

What Is Being Done in the Work-Shops of Indianapolis and Her Suburbs.

Indianapolis Chair Company's Big Works-Cabinet-Makers' Union-Greatest Lounge Factory - Industrial Notes.

The Indianapolis Chair Company will commence work in its new building on Wednesday next, most of the new machinery being in position. The company will, in the early spring, tear down the old building fronting on New York street, and in its place erect a new building, 170 feet long by 120 wide and seven stories high. The main building of the chair-works will then be 385 feet long by 120 wide and seven stories high, with a tower 180 feet high, in which tower is a water tank containing 500 barrels of water, which can be used in any room in the immense buildings on a moment's notice to extinguish fire. The new building has an electric plant which furnishes 800 lights. The power of the works is furnished by a 250-horse-power Brown-Corliss engine, a 100-horse-power Atlas engine, and a 20-horse and 10-horsepower Sturdevant engine. The business of the works for 1891 amounted to \$600,000, and it is expected that with their increased capacity it will, this year, reach \$1,000,000. There will be employed at the establishment, when the improvements are completed, 600 men. There is not a State or Territory in the Union that they do not receive orders from, and shipments of their goods are made to foreign markets.

One of the busiest places in the city is that of the Cabinet-makers' Union. This plant is the outgrowth of a strike in the year 1864. Spiegel, Thoms & Co. had a strike and twelve men who had property and some money incorporated as a company, with twenty-five years as a limit of existence. A number of others of the employes went with them, but took no stock. The company erected a building two hundred feet long and fifty feet wide and four tories high. But a few years p fore they were obliged to enlarge. At the end of the twenty-five years the company was reorganized, but six of the original incorporators being with the new concern, others having died or made plenty of money and retired. To-day this ranks as one of the largest furniture manufacturing establishments in the West.

The Indianapolis Frog and Switch Company has been awarded the contract to furnish all the crossings, cross-overs and frogs for a cable road twenty-six miles long which is to be constructed at Baltimore within the next twelve months, construction work already having been begun. Through this contract the frog and switch company gets \$130,000 worth of work. The company last week made the last shipment of crossings, frogs, etc., for the cable road on Broadway. New York. This road was but twelve miles in length, and from this contract the company received over \$60,000.

The railroad shops are working full time and full handed. At the Brightwood shops nearly five hundred men are employed; at the Pennsylvanian Company's shops 450 men: at the Big Four shops in the eastern part of the city 125 men; the Cincinnati, Hamilton & Dayton shops thirty men; at the shops of the Peoria & Eastern road, West Side, ninety men, and at the Indian-apolis, Decatur & Western shops one hundred men. General repair work in all departments is now so heavy as to keep the shops very busy.

By July 1, 1892, Indianapolis will be able to boast of having the largest lounge factory in the world. Thomas Madden last week purchased 500,000 brick and other material for the erection of his additional buildings, and when completed he will have 55,000 feet of floor room. The new building is to be of the same dimensions as the one now occupied, and he expects to employ, when ready to occupy his new

Industrial Notes.

The Kimberlin Agricultural Implement Manufacturing Company has moved into its new building, which is 150 feet long by forty wide and two stories high. Nordyke & Mormon Company have secured the contract for the erection of a seventy-five-barrel flour-mill at Green-wood, Ind., for I. M. Thompson, of Frank-

Fletcher & Thomas, of this city, are now putting up at Southern points a number of their heavy steam-power, compressedbrick-making machines. They to-day ship one to Aiken, S. C.

The Indianapolis Cabinet Company on Jan. 1 opened two new warehouses in London, England, making three there now, a warehouse in Amsterdam, one in Sydney, Australia, and a large one in New York city. The Wright Power Hall Company is getting its works in order to furnish power. The Indianapolis forge-works, the Weber Straw-goods Company and the Sensitive governor-works have already located in

their building. The Van Camp Canning Company is filling up three acres of low ground adjacent to the ground on which its packing-houses rest, reaching to the river. This will give ample room to extend the works as it becomes necessary.

Herman Lauter will in the early spring begin the erection of another large building, to be built of brick, two bundred feet long, eighty feet wide and four stories high. In this building will be manufactured wooden mantels of all descriptions.

In the natural-gas territory north of here a number of brick-manufacturing yards are to be established the coming summer. Parties who propose doing it are now negotiating with Indianapolis manufacturers to furnish the needed machinery. Hetherington & Berner have commenced

shipping the iron-work for the new Union Station, which the Vandalia company is building at Terre Haute. This establishment is furnishing an iron front for a large block which is being erected in Spring-The Indianapolis Stove Company has moved into the building recently occu-

pied by Wiles & Coffin, wholesale grocers. The upper stories are utilized for the manufacturing of tinware. At the foundry it is expected more work will be turned out than last year. The planing-mills and door, sash and blind manufactories which have been shut down for a couple of weeks, most of them

undergoing general repairs, resume operations this morning, making up stock in advance of the building season, which promises to be an active one. The Nordyke & Marmon Company has just closed a contract for an electric-light plant, with power for same, to be erected in connection with a mill they are building at Saltillo, Mexico. This mill, when completed, will have a daily capacity of 1,500

barrels of flour and 1,000 bushels of corn The Udell woodenware-works start up in their new building this morning, using the new engine and boilers for the first time. With the enlargement already made to the plant the help will be increased 30 per cent., and when the new building is completed the number of employes will be

The Eagle Machine-works Company is about to increase its force of men preparatory to stocking up with threshers, stackers, portable engines, etc. Not for years has their stock been as low, which is true with all manufactures of barvesting machinery, trade last June, July and August being highly satisfactory.

The packing-houses are experiencing some trouble in getting hogs, receipts the last week having failen off largely. Kingan & Co. have dropped down to killing four thousand hogs a day, and Coffin, Fletcher & Co. are killing but a few hundred a day; but both establishments have killed more hogs since Nov. 1 than in the corresponding period of 1890. The Citizens' Street-railway Company is using oil for fuel under its boilers, which fur-

way Company just west of the works and

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AND REFRESHMENT. Made from Prime Lean Beef, by

ARMOUR & CO., Chicago. from this a pipe runs to the fire-boxes under the boilers. It requires a tank of oil every three days to supply the heat

The flouring-mills are turning out more lour than thirty days ago, but still are troubled to get wheat in quantities to keep them running to even their present pro-duction. Most of the manufacture of two of the mills is exported.

THE COURT RECORD. SUPERIOR COURT. Room 3-Hon. Lewis C. Walker, Judge.

Sanford P. Hamilton vs. Caleb R. Johnson, note. Judgment for \$275. New Suits Filed. Lena Bell Terry vs. Frederick Terry; divorce and custody of children. Failure to

Sadie E. Endley, Administrator, vs. Clara B. Rossum et al.; to quiet title. Louvada Wright vs. George W. Wright; divorce. Cruelty and failure to provide. Lula M. Stewart vs. Lewis C. Stewart; divorce. Crueity.
Albert H. Linglefelter vs. Kate M. Linglefelter; divorce and restraining order. Aban-

CRIMINAL COURT. Hon. Millard F. Cox, Judge. State vs. Cal Voorhes; assault and bat-tery with intent to kill. Finding of guilty and sentence of ninety days in the work-

donment.

CIRCUIT COURT. Hon. Edgar A. Brown, Judge. Jacob M. Wolfe vs. Harvey Davis's Estate; claim. Allowed for \$40. claim. Allowed for \$371. Emma Caldwell vs. Harvey Davis's Estate; claim. Allowed for \$24.50. George W. Frey vs. Adoniram J. Smith; chattel mortgage. Dismissed by plaintiff. Jacob Crousore vs. Mary A. Crousore; divorce. Decree granted plaintiff, together with custody of two children. Otto Stechhan et al. vs. John Braun's Es-

SUPREME COURT OPINIONS. 15058. Adam Shover vs. Pennsylvania Company. Fulton C. C. Petition for rehearing and to change mandate denied. McBride, J.-When an erroneous judgment is rendered on a motion for a judgment non obstante upon reversal, the court will not remand with particular instructions relative to the judgment to be rendered, but for a new trial.

tate; claim. Allowed for \$52.85.

15420. Midland Railway Company et al. vs. Livingston T. Dickason et al. Tippecanoe C. C. Affirmed. Miller, J.-No motion to modify the judgment or objection to its form was made in the Circuit Court, and it cannot be assailed for the first time. 15527. Board, etc., vs. Albert D. Weeks. Vigo C. C. Affirmed. Elliott, J.—When the services of a skilled and competent person are required to manage a steam engine, made a part of the jail by the County Com-missioners, the county is liable for such

APPELLATE COURT OPINIONS. Walter Lane et al. vs. Union National Bank, etc. Tippecanoe C. C. Affirmed. Robinson, C. J.—Competent evidence was admissible to show what was intended by the abbreviation "First Nat. La-fayette, Ind.," in notes sued on, and that the abbreviation had a definite and settled meaning in the business world in the neighborhood where the notes were payable, and proof of usage or custom was not required to be co-extensive with the State.

S78. Phonix Insurance Company vs. John Lorenz. Harrison C. C. Affirmed. Black, J.—When it is provided in an insurance policy that "if the property shall hereafter become mortgaged or incumbered this policy shall become null and void," the execution of a mortgage on part of the property will not avoid the policy, as "the property will be construed to mean all the insured

463. State vs. Abner Coffing. Fountain C. C. Affirmed. Reinhard, J.—An affidavit and information for using obscene and licentious language in the presence of a female which sets out the language not such as to convey a meaning in its nature obscene or licentious, unless aided by sufficient extrinsic averments, is bad. 371. Joseph L. Cresswell et al. vs. Jacob C. White. Howard C. C. Affirmed. Crumpacker, J.—The inability of appellant's counsel to attend the trial on account of the sickness of his child might have afforded a sufficient ground for a continu-

ance of the cause had an application been made, but the fact that a party may have a good cause for a continuance will not entitle him to relief from a judgment which he does nothing to avert. A judgment will not be set aside for the purpose of permitting a defense of set off. 465. John W. Bowser et al. vs. Harriet E. Cox. Marion S. C. Affirmed. New. J. -When there is a joint demise executed by tenants in common they must join in actions ipon the lease, unless the lease vides for a separate rendering of rent to

each on a separate covenant for the payment of rent to each. But when tenants in common have not bound themselves by a joint demise, but are claiming rents under a lease made by the ancestor, their rights accord with their interests, the accruing rent is apportioned among them, and the tenant can be compelled to pay to each his proportionate share.

Rehearings Denied. 233. Wm. E. Thompson et al. vs. State ex rel. Green C. C. Edward Hawkins et al. vs. James C. Thomas. Marion S. C. 264. Union Township vs. Alonzo Bergman. Montgomery C. C. 293. Phonix Insurance Company vs. Pleasant Pickel. Sullivan C. C. 405. German Fire Insurance Company vs. John M. Deckhard. Monroe C. C. 557. Wm. Elliott et al. vs. Stone City Bank. Lawrence C. C. 267. Isaac Roberts et al. vs. Levi Ken-dall. Huntington C. C. Motion to modify opinion sustained. Cause affirmed as to Griffin, and reversed as to Roberts & Ho-

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